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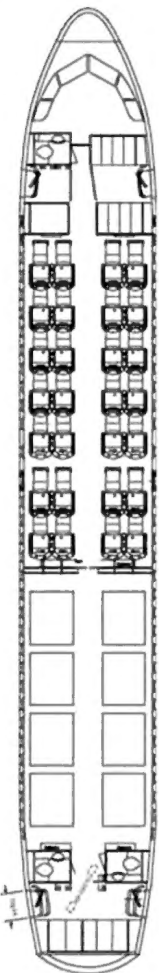


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editorial

HOW CAN YOU BENEFIT FROM THE AIRLINK?

What a busy Antarctic quarter in Tasmania! The arrival of the Airbus 319 in Hobart, Skytrader's dinner to launch the airlink, the Airlink Forum and chance to see over the plane was just the beginning. Antarctic book launches, hosting Chinese and French expeditioners, awards to Tasmanian Polar Network members and associates, all happening in a 3-month period.

In addition to these events, there were some more personal achievements. November this year signified the twenty-fifth year that Igloo Satellite Cabins or Apple huts have been used in Antarctica. The first Igloo was completed and put aboard Nella Dan in November 1982, and is still in use as a storeroom somewhere in Australian Antarctic Territory. If anyone knows its current location, please let me know for my records. This year's exported Igloos included four to Google in Zurich, for use as small meeting rooms within their new offices. Coloured red, yellow, blue and

green inside and out, with no floor and insulation, this order was the most unusual one for Igloo use, so if they ever appear on the Google website once the new offices open early next year, you know where they've come from.

With the change in federal government from Liberal to Labor, it will be both interesting to know the new Minister's attitude to Antarctic affairs and important to make sure he is aware of the lobbying power available within the Tasmanian Polar Network.

I wish all Ice Breaker readers a happy and safe Christmas break and look forward to receiving more Antarctic news in the new year.

Anthea Wallhead

Editor Ice Breaker Magazine

ICE BREAKER

TASMANIA'S ANTARCTIC BUSINESS MAGAZINE

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Back cover: (Top) Australia's Airbus 319 at McMurdo - the first ever landing of a twin-engine airliner in Antarctica. Photo: Skytraders. (Bottom) TPN Members inspecting the Airbus 319 at Hobart Airport. Photo: Anthea Wallhead.

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ICE BREAKER magazine is published independently by Icewall One as a quarterly magazine covering Tasmanian Polar and Southern Ocean related topics.

Editor and Production

Co-ordinator: Anthea Wallhead
Visual editor: Robert Wallhead
Research: Peter Wallhead

Comments and contributions

for future editions are most welcome. Please address them to:

Editor, ICE BREAKER
240 Watsons Rd, Kettering
Australia, Tasmania, 7155

Phone: 03 6267 4774
Facsimile: 03 6267 4335
anthea@icewall.com.au
www.icewall.com.au/icebreakeremagazine

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Ice Watch: Jeremy Rockliff

Like Australia's move, Britain's action is very much a symbolic gesture to assert sovereignty...

Alarmingly, for many, international interest in exploiting the oceans around both the North and South Poles is growing as global warming opens up their long-frozen seas and the world's major economies become increasingly desperate for new energy supplies.

Following recent jostling between Russia, Canada and other northern nations for similar rights around the North Pole, the British government is reportedly applying to the UN to extend offshore oil, gas and mineral exploitation rights over more than a million square kilometres of Antarctic territory. Despite that much of the seabed covered by the territorial claim, up to 350km offshore into the Southern Ocean, is so deep that it is not yet feasible to extract gas, oil or minerals, the British Government is reportedly gathering geographical data and preparing a submission to the UN based on its longstanding claim for sovereignty over a slice of the ice continent.

The slice of Antarctica claimed by Britain overlaps competing claims by Chile and Argentina and has the potential to anger

these South American countries who believe that they have more entitlement to the potentially valuable territory. Indeed, Chile now says that it will file a similar claim to the British but negotiate with those countries with stakes in the region. Argentina has also signalled its intention to make a claim, which is expected to include territory surrounding the British-owned Falkland Islands.

It has been agreed for quite a long time in the Antarctic treaty and its associated protocols that Antarctica should be left alone. There has been agreement not to pursue territorial claims into the future and for no mining for at least 50 years through to the year 2041.

This planned British submission to the UN will need to be closely watched by Australia and other nations with interests in Antarctica. In fact, Britain's proposal is not dissimilar to what Australia actually did in 2004, where it employed the rules and regulations under the United Nations Convention on the Law of the Sea to gather geographical data and prepare a submission

to the UN based on its longstanding claim for sovereignty without committing to resource exploitation.

Like Australia's move, Britain's action is very much a symbolic gesture to assert sovereignty over an area to ensure that any future right to Antarctic seabed is protected.

Antarctica is a highly fragile environment and the mere suggestion of possible mineral exploration is a highly concerning prospect. Without the appropriate science to appreciate what kind of impact deep sea mineral exploration in pristine areas like this might have, we should watch these developments extremely closely, and, as the world becomes increasingly desperate for new energy supplies, ensure that appropriate research and development occurs in alternative energy sources, so we can protect the precious Antarctic.

Jeremy Rockliff

Deputy Leader of the State Opposition



Google Igloos under construction. Photo: Penguin Composites.



Ice Watch: Bill Lawson

The first flight south will be a real mark in the history books of Hobart's Antarctic Heritage

As I write this message, we are truly on the verge of the complete Airlink becoming reality with the now established intra-continental airlink being complemented by the inter-continental airlink. Skytrader's Airbus, which will provide the inter-continental link to Casey base, has arrived in Hobart and is now undergoing trial flights south out of Christchurch ahead of the historic first flight south from Hobart. We rarely have the opportunity in life to be part of or observe such a significant historical event happening in front of us – but we have on this occasion. The first flight south will be a real mark in the history books of Hobart's Antarctic heritage and I encourage all TPN members to ponder that and take part in as many opportunities to be a part of the action as are made available – even down to simply watching the first flight's departure and return. I think too that as Members of the TPN, we should take some real pride and satisfaction in our small part in getting this dream to reality.

The last quarter has seen the annual

CCAMLR meetings which bring so many international and influential guests to Hobart each year. We need to maintain awareness of the significance of this event and continue our presence in and around it to keep Tasmania in the front of the minds of participants. I want to make particular note of CCAMLR Director Denzil Miller's richly deserved award of the Duke of Edinburgh's Conservation Medal. Denzil has earned this prestigious, international accolade and in so doing also brought Tasmania to centre stage. Well done, Denzil!

In the last quarter the TPN has held two international hospitality events in line with our new Strategic Plan's focus. Members have welcomed a small Chinese delegation visiting William Adams to inspect progress on their new Cat Tractors. During this visit, Peter Fewkes was able to create an opportunity for the TPN Executive to meet his guests over a few drinks and nibbles. We also farewelled this year's French expeditioners at a function hosted jointly with 'Alliance Francaise' in which AF organised

the event and TPN met the modest cost from our allocated budget item for international hospitality. I expect we will again join with AF in March 2008 to welcome the expeditioners back to Hobart – information will be provided to TPN members in dues course. Both the Chinese and French events were well received by our guests and represent our new Strategic Plan in operation.

Planning is now underway for the 2008 Midwinter Festival. As with previous years, we are incorporating lessons learned in 2007 and expect the Festival will again be successful in encouraging Hobartians to celebrate the winter solstice and its nexus between Antarctica and Tasmania. Details of next year's event will be available and advised to TPN members early in 2008.

Finally, I wish all TPN Members and their families all the best for the coming festive season and an exciting new year in 2008.

Bill Lawson
TPN Chairman

Courtesy Klaus Arne Pedersen, Antarctic Services, New Zealand.

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Ice Watch: Bruce Mapstone

...does Antarctic sea ice face a similar (declining) future as the Arctic ice?

2007 has been a big year for Antarctic research in general and for the ACE CRC in particular. At year's end we will be able to look back on a grand year of achievements.

Our scientists will have done (or will be doing) three major marine science cruises. The first, in January-February, was to unravel the key processes affecting uptake and storage of carbon dioxide by the Southern Ocean and study the likely impacts on them from climate change. The second was one of the few cruises to the deep south during winter to study the importance of sea ice to marine ecosystems over the long, cold, dark winter. Our researchers on that voyage also completed some ground-breaking tests of airborne and satellite methods of measuring the thickness and extent of sea ice, methods that will greatly enhance our ability to track climate change impacts around Antarctica. This was a particularly exciting voyage also because it was one of the 'signature projects' highlighted around the world as part of the International Polar Year (IPY). Our voyage and a similar voyage to the Arctic by one of our partners, the German Alfred Wegener Institute for Marine and Polar Research, were the centre of attention in the IPY Communications, Outreach and Education activities throughout September. We even had a live website, including a BLOG, on the voyage and also had on board two school teachers from Tasmania. The final voyage of the year, departing mid December, will catalogue the biological diversity of large tracts of the Antarctic marine environment and continue our exploration of the circulation of the vast and influential Southern Ocean and its sensitivity to climate change.

Several of our top researchers this year saw their contributions to the Intergovernmental Panel on Climate Change (IPCC) 4th Assessment Report recognised with a Nobel Peace Prize, awarded jointly to the IPCC and Al Gore for work on Climate Change. The fact that we have nine scientists in Hobart who made significant contributions to the latest landmark IPCC report is something of which to be proud. The progressive release of the various IPCC volumes this year has again emphasised the importance of our changing climate and has highlighted the ongoing need for research in and around Antarctica.

Some of the biggest unresolved questions about climate change are about the fate of Antarctica and the Southern Ocean, and the potential knock-on effects of changes there to impacts around the world. Questions like does Antarctic sea ice face a similar (declining) future as the Arctic ice? What will be the climatic and ecosystem impacts if the vast 19 million square kilometres of sea ice formed and melted each year diminishes in area, volume, or duration? Is there a risk that parts of the Antarctic ice sheet might destabilise and enter a period of accelerated loss to the sea – accelerating global sea level rise, which recently has been tracking the most severe of the IPCC projections? Increasing acidification of our oceans is expected to have significant impacts on marine ecosystems. The first region to feel the brunt of such effects will be the Southern Ocean, so what can we learn there that will prepare us for impacts closer to home? We already have discovered that the shells of some organisms in the Southern Ocean are nearly 40% lighter than the shells of their ancestors from pre-industrial times. We still have a great deal to learn about the influence

that Antarctica and the Southern Ocean have on climate over much of the Southern Hemisphere, including across southern Australia. Fathoming those connections will help us understand the conditions we are now experiencing and perhaps ultimately estimate whether they are likely to be more frequent in the future. Some of these questions are at the heart of our preparations to seek funding to continue the important research of the ACE CRC and its partners beyond 2010.

It was particularly pleasing in October to have the Tasmanian Minister for Primary Industries & Water launch a major new initiative for us, the Climate Futures for Tasmania Project. This project is being funded by the Commonwealth and State Governments to project what climate conditions are likely for Tasmania over the next several decades. The work is being led by the ACE CRC and done by a rich consortium of research, industry and government partners. We will provide specific information needed by Tasmanians to make strategic business and community decisions in the face of changing climate. Importantly, the information is being provided at local scales (~11-14km) and tailored to what people in industry and the community tell us they need to know to plan their futures.

We recently also negotiated an agreement with the Polar View consortium in Europe and Canada to allow them to incorporate technology developed at the ACE CRC into services they provide to ships operating in the Antarctic region. The SealceView Tool developed by ACE CRC and AAD staff provides superior ways to search and view satellite data important for navigating around and through the ice. The SealceView Tool has been assessed by
continued >>

6th INTERNATIONAL PENGUIN CONFERENCE

Hobart hosted the 6th International Penguin Conference in early September. The Conference was attended by more than 200 delegates from 14 countries. During the Conference, more than 60 oral presentations were made, more than 90 posters were displayed, and representatives from several companies producing equipment used by penguin researchers and land managers were present to display their wares and discuss their use.

The Conference was held at the University of Tasmania, and was hosted by Birds Tasmania, a regional group of Birds Australia. The Conference was organised by the combined efforts of an International Steering Committee and a Local Organising Committee. All species of penguins were discussed during the Conference - ranging from the Antarctic emperor penguin to the Galapagos penguin at the Equator. A workshop on fairy penguin conservation was also held. The Conference drew high levels of local and national media attention.

Dr Eric Woehler

Conference Convener

SOUTHERN OCEAN ACIDITY

ACE CRC palaeo-oceanographers Will Howard and Andrew Moy have found that the increasing acidity from man-made carbon dioxide emissions has caused shell weights of marine plankton to decrease by 38 % in industrial times. Research into shell-making organisms to eco-systems has become more significant, as plankton-eating fish are consumed by humans, and the effects of acidic oceans may cause changes in fish species available for consumption.

ICY PEST WATCH

Tasmanian government botanist, Jennie Whinam, has been chosen by Primary Industries Minister David Llewellyn for an international research group to reduce the risk of pest invasions in Antarctica.

NEW MARITIME TRAILS

The recent appointment of a maritime heritage co-ordinator, Peta Knott, is expected to be the key to reviving the Maritime Organizations of Tasmania this year. The group includes representatives of the Tasmanian and Devonport Maritime Museums, National Trust, Bligh Museum and Cape Bruny Light Station, Australian Wooden Boat Festival, Lady Nelson Sail

Training Association and the Low Head Pilot Station. Projects such as a Maritime Trail and artefacts register are being considered, and any maritime group is welcome to join. For further information, contact Peta Knott on 03 6234 1427.

Australian Maritime Heritage references can be found on the following websites:

www.museum.wa.gov.au/maritime

www.cook.qld.gov.au/visitors

www.anmm.gov.au

www.shipwreckcoast.com

www.australianheritagefleet.com.au

www.duyfken.com

www.maritimeworld.net

www.pearlluggers.com.au

FAREWELL NORTHERN ICE

Trekking to the North Pole may be impossible within 10-20 years if global warming continues, ice sheets thin and there is more open water. While this may be advantageous to shipping, anyone who has reached the Pole, including TPN members Ben Galbraith and Eric Phillips, will become one of a select group of expeditioners unable to repeat their achievement.

The Bureau of Meteorology celebrates its 100th anniversary this year with information and excellent photos in next year's weather calendar.

Ice Watch: Bruce Mapstone

the EU consortium as clearly superior to other available technologies. This is a great achievement in translating our research into technology and application.

Finally, on behalf of all the folk at the ACE CRC, I would like to wish all those in the 'Antarctic Community' well for the festive season.

Bruce Mapston

CEO ACE CRC

TO THE EDITOR

Dear Anthea,

Thank you for printing the series of articles about the history of Australian Antarctic Aviation by Gordon Bain published recently in Ice Breaker which I really enjoyed.

Australian Soviet Expeditions

I have a special interest in the history of Australians and others in the Antarctic, and I am planning to write an article/prepare a presentation entitled "Soviet Antarctic Expeditions in the Australian mirror" for the SCAR meeting in St Petersburg, Russia in July 2008.

The idea is to portray how the Australians perceived the Soviet expeditioners when they met on the Antarctic stations or in Australia. If any of your readers came into contact with the Soviets during the years 1956 - 1960, it would be wonderful if they could share their recollections, photographs or anything else that would be of interest.

Irina Gan

PhD candidate

Institute of Antarctic & Southern Ocean Studies
University of Tasmania

Private Bag 77

Hobart 7001 Tasmania Australia

igan@postoffice.utas.edu.au

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Ice Watch: CCAMLR

A SPECIAL FEATURE FROM CCAMLR XXVI

CCAMLR-XXVI was held in Hobart from 22 October until 2 November 2007. Following the Peoples' Republic of China admission as a full member of the Commission on 2 October, there are now 25 Members.

All Members attended CCAMLR-XXVI. Some 215 delegates represented 38 different countries and international organisations.

Chaired by Mr Peter Amutenya from Namibia, the Commission agreed, *inter alia*, to proceed with a Performance Review of the organisation in 2008 consistent with current international practice. It also agreed with a proposal to hold a joint CCAMLR/ International Whaling Commission (IWC) workshop in Hobart next year to Review Input Data for Antarctic Marine Ecosystem Models.

A total of 7 revised and 22 new Conservation Measures were adopted to regulate fishing and other activities in the 2007/08 season. Some 45 Measures were carried

forward and a Resolution was agreed to provide support to the International Polar Year through participation by CCAMLR Members in the Census of Antarctic Marine Life.

The Commission urged members to develop and maintain long-term scientific monitoring programs studying the krill-based ecosystem as these will provide data that will allow investigation of the effects of climate change as well as the effects of the fishery.

A key development was agreement on a approach to deal with deepwater bottom fishing in the Convention Area consistent with United Nations General Assembly Resolution 61/105. Similarly, the Commission has embarked on a programme to identify specific bioregions within the Convention Area as a basis for consideration of protected areas.

The Commission congratulated its Executive Secretary, Dr Denzil Miller, on

receiving the WWF Duke of Edinburgh Conservation Award for 2007 "for his outstanding contributions to the groundbreaking work of the Commission for the Conservation of Antarctic Marine Living Resources and its pioneering approach to sustainable fisheries management; as well as his long-standing commitment to the preservation of the Antarctic's rich marine environment".

The Commission also thanked and paid tribute to Dr. Eugene Sabourenkov who has been the Secretariat's Science and Compliance Officer since 1984. Dr Sabourenkov retires in February 2008.

Various scientific working groups met prior to the Commission Meeting and the Scientific Committee, the Standing Committee on Finance and Administration, the Standing Committee on Implementation and Compliance also met.

Ed Kremzer

CCAMLR



Dr Denzil Miller receives his award from the Duke of Edinburgh.



Australian Antarctic Aviation

The last chapter in a series by Gordon Bain on some interesting and little known events from our Antarctic aviation history. This conclusion to the series coincides with the commencement of the long awaited regular service flights between Hobart, Australia and Casey, Antarctica.

Some incidental long range flights

In December 1969 an Australian Navy maritime reconnaissance P3-B Orion (A9-295), crewed by Wing Commander R N Law (Pilot) and Air Commodore G H Steege (Co-Pilot) and with seven navigators and eight media aboard made a high altitude navigation exercise getting to within 70 miles of Casey. There is a suggestion that this was one of several flights with a similar purpose.

Mail, fruit and veg and chocolates from the skies

In March 1970 another Orion piloted by Flt Lt L Fisher made an airdrop at Macquarie Island, one of many by the RAAF.

The airdrop on 7 September 1977 from another Orion showered Macquarie Island with mail, meat, fresh fruit and vegetables, chocolates and a special cake from the Minister of the time. Senator Townley from Tasmania, sundry RAAF personnel and a media scrum were on board this flight.

Starting from 26 March 1979 and running till at least 29 June 1989, with some 28 flights, RAAF Hercules C-130 aircraft from 36 Squadron were used for training/air drop flights to Macquarie Island. These flights were conducted two to three times a year, targeting the narrow three-second drop zone on the Island during the seven to eight hour non-stop flights that departed variously from Melbourne and Hobart.

The first flight directly connecting Australia and Antarctica

23 October 1960 saw the first direct flight between the two continents and marked a very significant event in our

P3-B Orion airdrop Macquarie Island 1970s. aviation history. A US Navy R7V Lockheed WV-2 Super Constellation *El Paisano* made the non-stop 14-hour 2400nm flight from McMurdo to Hobart. The C-121 was under the command of Lieut. Commander J H Brady, and amongst its complement of six officers, 12 crew and four scientists was Lt Cdr P Boling of the Naval staff office Hobart.

El Paisano's mission was part of Project Magnet, a project of the US Navy Hydrographic Office. The aircraft, the first in the Oceanographic Development Squadron Eight (VXN-8), arrived at McMurdo the day before the flight. In association with Operation Deepfreeze and on route to Hobart, the aircraft spent some three hours in the region of the South Magnetic Pole carrying out airborne geomagnetic observations.

During its two-day Hobart stopover some 500 Hobart residents were shown over the aircraft prior to it returning to McMurdo via Christchurch. On board for the return flight was Commander A W Salisbury, Naval Officer-in-Charge, Tasmania.

On 31 October, the "Connie" landed hard

Australian Antarctic Aviation

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about 100 yards short of Williams Field ice runway at McMurdo, bounced in the air and landed again 50 yards short of the runway. Its landing gear collapsed as it veered into a snow bank, tearing off one wing and breaking the fuselage behind the wing. Two of the 23 men aboard was reported seriously, but not critically, injured. The electronic gear on board was salvaged.

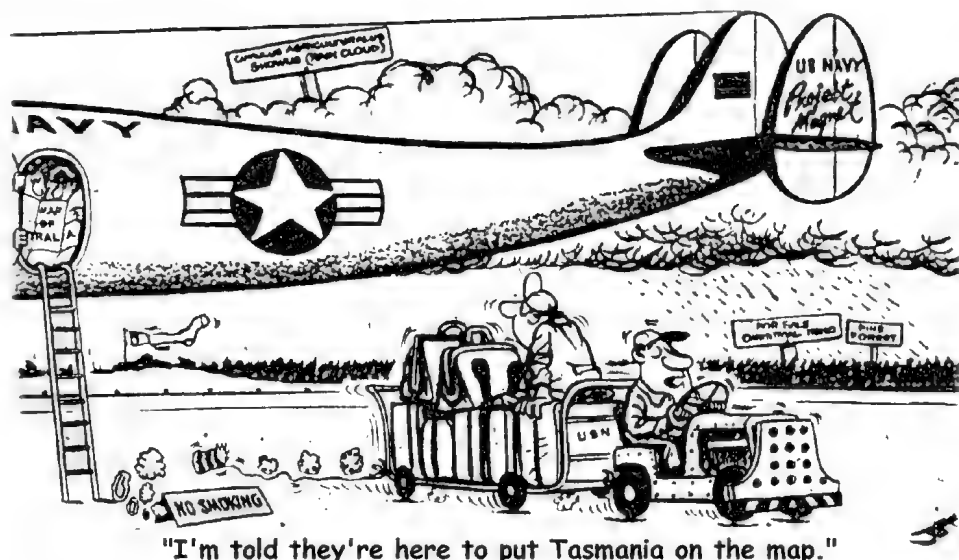
Later flights had been planned but were cancelled – these included a McMurdo-Perth direct and a McMurdo-Punta Arenas direct over the geographic South Pole.

The mystery of El Paisano's flight

Support to the US Deepfreeze program was provided through the establishment of the US Naval Support Force Antarctica, with the aerial support function entrusted to the Air Development Squadron Six (VXE-6).

Noel Gillespie, free-lance New Zealand Aviation Writer, in an early on-line version of his book *Courage Sacrifice Devotion: The History of the US Navy Antarctic VXE-6 Squadron 1955-99*, wrote –

The Lockheed WV-2 was not a VX-6 Squadron aircraft, its mission and why it was in the Antarctic is still a mystery. Even those on the ice at the time 'were kept in the dark' as to it's appearance.



R7V Super Constellation El Paisano in Hobart. Mercury Tue 25 Oct 1960.

The only comment was that the 'cold war' still existed and the Russians had a base at Vostok near the Geomagnetic Pole and Sovietskaya near the Pole of Inaccessibility. Rumoured to have been a covert operation.

For those with fertile imaginations, there is other speculation about Operation Magnet – readers are invited to web search.

A Herculean effort for the first Australia to Antarctica flight

Four years after the Super Constellation flight, the first flight occurred in the

reverse direction. On 30 September 1964, a ski equipped US Navy LC130F (Hercules) took off from Avalon airfield, Victoria. JD318 *Adelie* was under the command of Rear Admiral James R Reedy had a crew of 14. ANARE chief Phillip Law and an Australian journalist David Burke were among a small group of passengers.

Even though the aircraft had a fuel load of 46,000 litres in wing tanks and a supplementary tank within the fuselage, a final top-up occurred at the end of the runway immediately prior take-off. The aircraft flew over the South Magnetic Pole, crossed the coast near the Mertz Glacier tongue and headed to the Geographic Pole, made an airdrop of mail and newspapers and then continued to a landing at Byrd station - after a continuous flight covering 7110 kilometres and lasting 15 hours, 39 minutes.

Phillip Law recounts, "I had approached this journey as a pretty routine exercise ... expecting little by way of incident." A masterful understatement.

The record shows the problems this flight had and is a salutary reminder of flying hazards as we move into a new era of intercontinental flights.

The aircraft radar went out an hour south of Melbourne. The GCA and TACAN continued >>



El Paisano at its final resting place, Williams Airfield, McMurdo

Australian Antarctic Aviation

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(homing beacons and direction finders) at Pole Station were also out requiring smoke beacons to aid navigation. The aircraft suffered a loss of cabin pressure after opening a hatch for the mail drop at the Pole - ice formed and the hatch wouldn't close properly. Failure of equipment meant that one oxygen bottle had to be shared amongst many. A floor-level windscreen shattered after the airdrop but fortunately didn't disintegrate. The aircraft could not land at the target destination McMurdo due to 85kt cross winds and falling visibility and had to divert to Byrd Station. The people at Byrd weren't ready for them and the aircraft had to circle while landing preparations were made as fuel reserves began to run low. On final approach the aircraft suffered failure of the automatic locking device on the nose ski and it came in to land on a crash-landing-preparedness basis.

And another long intercontinental flight

6 December 1973 saw another significant intercontinental flight. This was

an Argentinean Air Force C130 Hercules (TC-66) under the command of Air Commodore J A Gonzales. The Commander-in-Chief of the Argentinean Air Force Brigadier General Hector Fautario accompanied the flight. The aircraft flew the 2000 miles from Buenos Aires to the Argentinean Base Comodoro Marambio on the Antarctic Peninsular to refuel. From there it flew the 5000 miles, overflying the South Pole, direct to Canberra's RAAF Fairbairn base to be met by Deputy Chief of the Air Staff, Air Vice Marshall Robey.

The flight was a forerunner to the possible development of commercial flying routes by their national carrier Aerolinus Argentinas. Similar flights were proposed for LAN Chile.

A three-way partnership

In 1978-79 Australia entered into a cooperative air transport agreement with the USA and New Zealand that involved RAAF flights from Christchurch to McMurdo in exchange for flights by US ski-equipped aircraft for the 2200 km, four and a half

hour flight from McMurdo to Casey.

At the Casey end, landings were 20 km inland at Lanyon Junction with a 75minute Nodwell ride, or an 8½ min trip by helo, to the station. The on-ground situation at Lanyon Junction required that the aircraft engines not be shut down but remain at "flight idle" - this practice guarded against the remote chance of an engine failing to restart.

In the first summer, the RAAF flew four C-130H Hercules sorties on the New Zealand - McMurdo route. The first, on 1 December 1978, was under the command of Sqn Ldr Stuart Dalglish.

In that maiden season, the first of the two proving flights of US LC-130R Hercules was by aircraft XD 160740 and occurred on Wednesday 24 January 1979. Passengers on that flight were Antarctic Division Director Ray Garrod, US NSF Polar Programs Director E Tod, Division staff members Alf Argent and Ian Holmes and a female husky 'Rita'. Rita, who came from New Zealand's Scott base to replace a dog which had died



LC130F Hercules Adelie, topping up tanks before leaving Avalon for Antarctica.

continued >>

Australian Antarctic Aviation

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at Casey the previous year, arguably had the best trip – sedated and with a comfortable straw bed in a cage. Tod returned to McMurdo on the same flight but Garrod, Argent and Holmes remained at Casey to await the second flight.

The second flight arrived on January 31, 1979. It carried Senator Webster (Minister for Science), Dr. J. Farrands (Sec. Dept of Science), Senator Jessop, R. Thompson (Director, NZ Antarctic Division and former OIC Casey of Vostok traverse fame) and five media representatives for a two-hour stopover at Casey. They were shuttled to the Station in Bell helicopters.

The 1979/80 season saw six RAAF flights on the Christchurch to McMurdo run – with a total of 94 passengers and 100 tonnes of equipment. There were two flights to Casey – November 1979 and January 1980, with the latter including two representatives of the People's Republic of China.

Season 1980/81 saw four RAAF flights from Christchurch to McMurdo and two flights McMurdo-Casey. The 18 passengers on the second Casey flight of 2 January 1981 were the Director and Assistant Director (Engineering & Operations) of the Antarctic Division, two senior staff from the Department of Housing and Construction, David Thomson (Minister for Science and Technology), Professor D E Caro (Vice Chancellor Uni Tas), and 12 Members and support staff from the Parliamentary Works Committee.

The 1981/82 season saw five RAAF flights on the Christchurch – McMurdo leg, but only one USN flight on 7 November 1981.

Tim Bowden in *The Silence Calling* writes -

The seventh and final US Hercules flight to Casey was made in November 1981. There is no official explanation for the demise of the air transport agreement, but the original intention had been to fly in scientists, and the Americans were unimpressed by the number of Australian construction workers and politicians flown in to Casey on their aircraft.

A privateer with passion and a sense of history

On 6 November 1988, adventurer and entrepreneur Dick Smith in a De Havilland DHC-6-320 Twin Otter took off from Hobart on a privately sponsored flight to Casey – a 14-hour, 3540km flight. The aircraft registration was VH-SHW, using the initials of Australian Antarctic aviation pioneer Sir Hubert Wilkins. Piloted by Giles Kershaw with Dick as second pilot, the plane made a wheeled landing on a 1.5 km

runway prepared by station expeditioners near S1, about 5.5 km east of Casey.

The plane was then fitted with skis and assorted spare parts brought in on the Australian chartered resupply vessel *MV Icebird*. The Twotter, as it is affectionately known, made a number of flights in support of ANARE during its time in Antarctica. These included transporting summer expeditioners and supplies from a temporary airfield on an ice floe near the *MV Icebird* to Davis station, about 140nm distant, and doing similar work at Mawson from the edge of the fast ice into the station, as well as setting up a summer party in the Prince Charles Mountains.

A finishing note

Australia has had a long and proud history of involvement in aviation generally but also and especially in Antarctica whether in support of its own activities or in other operations. Australia and Australians have also been affected by the aviation activities of other nations. That much of the latter has been for humanitarian purposes is simply a manifestation of the friendly and cooperative way in which nations work with each other in the ideals of the Antarctic Treaty System but would probably do so even if there was no such Treaty – such is the magic and draw of Antarctica.

Australia has certainly destroyed, or bent to varying degrees, a significant amount of aviation hardware, but we have had no fatalities and few serious injuries – speaking highly of the competence of those who maintain and fly the aircraft in the finest traditions of Australian aviation.

I hope readers have enjoyed and perhaps learned a little from the meanderings of this journey through history spanning as it has a hundred or so years. With the departure of regular flights from Hobart on the new Airbus 319 we start a whole new chapter.

All Images Courtesy Gordon Bain.



AUSTRALIAN NATIONAL ANTARCTIC RESEARCH EXPEDITIONS

Twin Otter, "Sir Hubert Wilkins", VH-SHW, is an Australian registered aircraft especially equipped for scientific research in polar regions. Equipment includes ice depth-measuring radar, G.P.S. and Transit Satellite Navigation Systems, VLF/Omega, Ground Mapping Radar, VLF Direction Finder and Radar Altimeter.

The aircraft is named in honour of Sir Hubert Wilkins, 1888 - 1958, Australian pioneer aviator, adventurer and explorer, who was the first person to fly an aircraft in Antarctica.

Pilot/Owner: Dick Smith
Australian Geographic
PO Box 321
TERREY HILLS NSW 2084
AUSTRALIA

CRUISE SPEED: 145 Knots
GROSS WEIGHT: 12,500 lbs
ENGINES: 2 x PT6A-27 @ 620HP
FUEL (Standard): 466 US Gallons
FUEL (Long Range): 1366 US Gallons
RANGE (Standard): 930nm
RANGE (Long Range): 2,500nm
SERVICE CEILING: 26,700ft

15 DEC 1988

DHC-6-320 Twin Otter



MELBOURNE MUSEUM ANTARCTIC ARTIFACTS

THERMOMETER AND BAROMETER

These instruments were used by Australian A. K. Jack on the Ross Sea party of Shackleton's 1915-17 expedition, less known than the main party but also stranded in Antarctica for two years.

Prepared by Sue Halliwell



Skytraders' Airlink

Extract from speech given by Norman MacKay, Skytraders, at their dinner to acknowledge the launch of the Airbus 319 airlink to Antarctica.

It is my great pleasure to welcome you on behalf of the Board of Skytraders to this historic occasion.

At 11.00 am on Wednesday our Airbus 319-LR will head East from Hobart to Christchurch in New Zealand and from there the aircraft will launch for its inaugural landing on the ice at McMurdo Station in Antarctica. This flight will mark the first of many such trials which will take place during an exhaustive season of testing of the Antarctic Airlink.

The purpose of tonight is two-fold. Firstly to celebrate an event which is considered by many to mark one of the most important developments in Australian Antarctic endeavour of the post-war period and secondly to say thank you to the many people without whom this would not have been possible.

Man first took to the skies in Antarctica when Captain Scott ascended to a height of 500 feet at the edge of the Great Ice Barrier on the 4th of February 1902. He spent an hour aloft in an army reconnaissance balloon saying of the event: "The honour of being the first Aeronaut in Antarctica, perhaps somewhat selfishly, I chose for myself." A short time and some turbulence later he was questioning whether he had made the right choice. Shackleton was quick to follow Scott and in so doing took Antarctica's first aerial photographs.

Antarctic Aviation almost began with Mawson's 1911 Australasian Antarctic Expedition which took with it a Vickers Monoplane. Alas, this fragile machine had been damaged at Adelaide Racecourse

whilst undergoing trials and was only to see service as a tractor in Antarctica.

The distinction of being the first Antarctic Aviator was to fall to another Australian when on the 16th of November 1928 Sir Hubert Wilkins and Carl Ben Eilsen took off from the volcanic sands of Deception Island and flew for some 20 minutes. The runway which has been constructed for the Airlink project and is located some 60kms behind Casey station is of course named Wilkins in celebration of this great Australian aviator.

As we look back at the history of Antarctic Endeavour we note that it is enormously appropriate that our venue for this evening is the Tasmanian Museum and Art Gallery. Douglas Mawson addressed the Royal Society in a speech which he gave here detailing his proposed voyage. He also departed for Antarctica from the Docks diagonally opposite the Museum.

It was from the Hobart Post Office located just one block from here that Raold Amundsen sent his famous telegram on the 8th of March 1912 announcing that he had successfully reached the Geographic South Pole.

In 1885 Carsten Borchgrevink led an expedition which was the first to winter in Antarctica. On his way South he stopped at Hobart to carry out final preparations and to take on stores. During his stay he was entertained by the Director of the Museum Alexander Morton, who was an enthusiastic supporter of Antarctic Exploration and assisted him in his preparations. Upon his return to Hobart, Borchgrevink donated a number of items from both the Southern Ocean and Antarctica to the Museum. Amongst these items was a sled which is now acknowledged as being the oldest example of Antarctic transportation in existence.

How fitting must it now be that upstairs this evening we had the opportunity to inspect the oldest example of Antarctic transport and now we celebrate the arrival

of today's State of the Art. How much more appropriate that both vehicles launched their journey South from here, in Hobart?

It is now more than seven years since Skytraders initially responded to a "Call for Registration of Interest in the Design and Construction of an Air Transport System for Antarctica". The intervening period has seen the company confront enormous challenges and there have been days on which I have asked myself whether if I knew then, what I know now, we would be doing that which we are doing today. However, whilst the gradient has at times been enormously steep the importance of summiting has increased proportionately.

Cold Climate Aviation Technology in Antarctica is an obscure area of flight science. It poses the greatest challenges to confront aircraft technology anywhere in the world. Katabatic winds, White-Out conditions, Sastrugi, Crevassing, extremes of Altitude and Temperature all combine with the most Remote Operating Environment on earth, each standing ready to give us a jolt whenever we may start to think that we are finally within reach of the peak.

I am enormously proud of the team which I have around me and the skills which they bring to our Organisation. Our staff turnover rate is very low and the reason for this is not that we give too much or we ask too little. It is, I believe the passion which Antarctica engenders in those who are touched by its frozen hand.

Our Casa 212 aeroplanes are the first new Transport Category aircraft to be certified on skis in more than 40 years. They have the payload and range to facilitate the conduct of science in locations far beyond the reach of others.

When we first embarked on this project we drew heavily on the knowledge and experience of overseas experts as we set out to identify and implement World's Best Practice. However, as we moved forward we have re-designed, modified and improved
continued >>

Skytraders' Airlink

imported technology to the point where it bears little semblance to the original and to this extent we have established an Australian centre of excellence in this little understood but vitally important science.

When VH-VHD touches down in Antarctica for the first time it will mark for Antarctic research the culmination of one journey and the commencement of another. Organisations involved in cold-climate science have for several decades recognised the importance of transitioning from a marine based logistical system involving a minimum round trip normally measured in months, to an aviation based system predicated on the concept of a weekly flight. We are delighted that this objective is about to be realised and we thank Dr. Tony Press and his team from the AAD who have worked tirelessly for the past eight years in order to realise this outcome.

The support which we have enjoyed from the Tasmanian community at large has been invaluable whether it be the Tasmanian Polar Network, The State Government's Antarctic Tasmania or indeed the State Opposition. A common interest in realising a shared objective has enabled this project to enjoy a bi-partisan approach spanning both State and Federal political interest.

We continue to be amazed by the way in which Port Authorities and Government service providers such as Customs and Meteorology are willing to step up to go that extra yard. Whenever the trials and tribulations of seeking to achieve something of this magnitude have started to weigh heavily there has always been someone whose actions speak to the importance of what we are doing. To all of the people and organisations that have provided this support I say thank-you.

As I travel, I become ever more convinced that Tassie is one of the world's best kept secrets and the introduction of the Antarctic Airlink affords a fabulous oppor-

tunity for us all NOT to keep a secret. If I were looking for a Regional base for a foreign Antarctic science program I would find the combination of Tasmania and the Airlink totally irresistible.

The question in my mind is not whether they will come but who will be first to beat a path to your door.

I thank you all for all for helping us to celebrate what I believe will be seen as the most important occasion in the history of our company and feel confident that we can look forward to some very exciting times together."



INTERNATIONAL AIRPORT

***congratulates
Skytraders Pty Ltd
and the
Australian Antarctic Division
on the launch of Airbus 319
flights from Hobart to Wilkins
ice runway, Antarctica.***

www.hiapl.com.au

NORMAN'S TASMANIAN EXPERIENCES

Over the course of the last seven years I have been a regular visitor to Tasmania and have been afforded a unique opportunity to watch its transition without those changes being clouded by daily contact.

I have a memory of coming to Launceston 20 years ago, sitting down to dinner and ordering oysters as an entrée. They came out of a jar and were presented on shells which were run through a dishwasher, after each use.

I went to a fabulous Japanese restaurant situated in an idyllic location. There I enjoyed the best of Sashimi and raw Sea-Urchin. However when

I returned a few years later it seemed that this world-class eatery had been a little ahead of its time. The restaurant had changed hands and was now serving Devonshire teas and a 'Roast of the Day' along with the Sushi!

How things have changed! Our menu this evening has been created by a young Tasmanian called Eloise Baker who runs a restaurant called The Mussel Boys located at Taranna. I think that Eloise is an outstanding example of the wave of creative talent which is busy transforming the Apple Isle into a unique tourist destination with unmatched potential, the surface of which has barely been scratched.

A Boy's Dreams Come True

The following is an extract from the memoirs of Peter King, ex British Antarctic Survey and ANARE in the 1940s and 1950s.

"I was clearing out old papers and it came to me all the dreams I had as a boy. This is just a short note of my success. I was born in London in 1921 to very loving parents, and brothers David and Bernard (killed 1934) and sister Margaret. Though I was a poor scholar they never gave up on me. I was a terror when young so I was sent to a farm for the holidays and this settled me down, I loved being with animals. We also helped look after horses at local stables. I was in the Scouts and that experience was handy in later years.

I was trying to go to sea as a Deck Officer but I was not able to cope with the study. So it was suggested that I train as a Radio Officer (R/O), which I did. I obtained my 2nd Class Certificate on 16.10.39. I served as R/O on cargo ships on the Atlantic run; I was never in a convoy that was attacked. I then joined the RAF as R/O in 1942 for 2 years. I served at a radio station copying all German code messages; these were then sent to Bletchley to be decoded by hundreds of girls. They did a wonderful job saving many lives of the men at sea as well as in the RAF and the Army. They broke the German navy code and deciphered their positions and then steered us clear and sent the Navy ships to hunt them down. Without all their help Normandy would not have been possible. I arrived off the Normandy landing on the third day and was quite safe.

My last ship was a Norwegian cargo ship, we sailed to Shanghai where she was sold and I was sent to Australia as a passenger. Arriving in Melbourne 16.10.46. (Same date as on my radio certificate). My half-brother

Fred and family met me on his way home to Adelaide from his discharge from the Army. After various jobs, it was in the News that ANARE was to establish a station on Heard and Macquarie Islands.

I wrote to Sir Douglas Mawson to go south and he kindly sent my name through to Head Office in Melbourne. I was accepted after an interview and medical. I then went to Melbourne and helped chase missing stores and packing cases at the store with a temperature up to 100 degrees F. We saw the Heard Island Party off then had to wait till the ship LST3501 returned to take us to Macquarie Island. This was late February 1948. We took only three days to get there. We had a good year, it was fun building our own base and getting out on a couple of field trips to the South end of the Island. It was sad to lose one of our men Charlie; he fell through the ice and drowned on the Plateau. We also had a lot of trouble with the generators. But we had a very interesting year. We returned mid April 1949.

I then returned to England for my sister's wedding in November 1950. In the meantime, I had obtained my 1st Class Radio Certificate. So some of my boyhood dreams had come true. I then was lucky to join FIDS (now British Antarctic Survey, BAS). I was sent to Hope Bay on the Antarctic Peninsula for 2 years as R/O. I had a happy two years building our station and installing my own radio equipment. I helped with the Huskies, which I enjoyed; got out on two or three sledge trips with the dogs. Then I was asked if I would like to take over as R/O on the Biscoe, which I was very happy to do.

The Biscoe arrived 3.12.53 and I helped with the radio till we returned to Port Stanley in the Falkland Islands (FI). I then took over the radio room, which was also my cabin for the rest of the season on 1st January 1954. I enjoyed this very much. I helped the Captain with his paper work and typed out his reports, as well as coding

and decoding messages from the Governor of the FI. It was fun visiting all the other bases. Also I enjoyed sending messages direct to England every night. We had trouble getting through to the Argentine Islands Base F. Took two weeks to break through 10 miles of thick fast ice, but we made it ok. On the way to South Georgia we nearly lost our propeller. It was blowing a gale over 100 Knots. We managed to limp into port and went into a floating dry dock for repairs. We then sailed for the FI - it was a rough trip and I got sick with Pneumonia. We had no doctor onboard so one of the base operators took over and got instructions from the Hospital in Port Stanley. They instructed the Chief Officer to give me Penicillin injections. This fixed me up in a few days. We sailed from Port Stanley mid-May and reached England June 1955.

I then left the Biscoe and returned to Australia. I had dinner with Sir Douglas Mawson and showed him my photos and 8mm colour Movie. We had a great time. He then suggested I apply to go to Mawson; and he would write to ANARE H.O to suggest it. So in a few weeks I was back in Melbourne raring to go.

There was not enough room on the Danish ship Kista Dan. Seven men were picked to fly over to N.Z in early February 1956 and go south on an American icebreaker called the Northwind. We sailed from Auckland early December 1956. After a good voyage we reached the Ross Sea and went ashore to visit Captain Scott's old hut; this was full of ice but has since been cleaned out and turned into a museum. We also visited the site of Scott base being built by the N.Z party led by Sir Edmund Hillary. We also met up with the old John Biscoe I had been on with FIDS as R.O she had been sold to the N.Z government and renamed the Endeavour. We then transferred to the American icebreaker Glacier. We then sailed via Cape Adare for Mawson. We met up with the Kista Dan off Wilkes and transferred to her by the ice edge. We had

continued >>

A Boy's Dreams Come True

a good trip and reached Mawson February 1957. Thus another dream was fulfilled.

I had a very good year. Was flown to Taylor Glacier to our remote meteorological station near a large Emperor penguin rookery this was very interesting. We spent a week there and then changed over with another met. man and radioman. Beaver or Austin aircraft flew us 100 miles along the coast west of Mawson. I had two visits to Taylor in July and September 1957 so I was very lucky. My second year was even more exciting. I helped with the dogs when I was not busy with the radio. I had been allowed to stay another year and our changeover was in February 1958.

It was very hectic unloading stores and installing new radio equipment. I got on with the new party OK. I did another week at Taylor in May. I then had a week with Knucky and Ian at Beaver Lake in the Prince Charles Mountains, Oct/Nov. We got on fine. Had been flown in by Beaver aircraft. The RAF boys did a great job in poor conditions at times. We heard on the radio of the death of Sir Douglas Mawson in Adelaide on 14.10.1958. This was my birthday. I was upset as was looking forward to meeting him on my return to show him my photos and talk with him about my experiences.

During October the RAF laid a depot of supplies for us at Mt. Leckie and another at Mt. Wanti early November. This was ready for our dog sledge trip back from Amundsen Bay 400 miles west of Mawson in Enderby Land. All our gear was flown in, tents, food for man and dogs plus two 12ft. dog sledges slung on the bomb racks under each wing. The dogs 13 all told were tied down in the Beaver aircraft and did not cause any bother till the last trip with me onboard. A fight broke out and I flung myself between them, as I did not want a dog hurt, as we needed them all for our 55-day trip back to Mawson. Our pilot Ivan held one dog and landed with one hand while I held on to the other.



We had a good trip back over the 55 days and our average speed allowing for stops was 6.5 miles per day. The best day's run was 15.5 miles in one day. Held up with bad weather for 9.5 days. Knucky did the survey and Ian the Geology; and I did the radio schedule with Mawson each night and we made all radio contacts OK. We reached Mawson 21 January 1959. All the men and dogs were fit and happy with a job well done. We each had a Mountain called after us McLeod Nunataks (Ian), Knuckey Peaks (Knucky) and mine was called Mt King. It

was 1,425 metres high. It felt strange back at base after living in a tent for so long. On 14.2.59 we sailed on the M.V. Thala Dan for Melbourne via Davis Station. We arrived Melbourne 3rd March 1959. I went home to Adelaide and then got the S.S. Strathmore home to London to see my family, arriving June 1959. Had a good holiday and flew back to Australia in August 1959.

On my return to Adelaide my life took another turn when I was introduced to Barbara; by the Lady I was boarding with.
continued >>

A Boy's Dreams Come True

We got married in September 1960. We had a happy and wonderful few years together. We took on three boys, Victor, Peter and Robert. They stayed with us a few years till Victor joined the R.A.N. Then Barbara got very ill, so I nursed her for a few years and she died in July 1974. I worked as a volunteer with the Spastic children who were wonderful to work with. I also joined a support group that suggested we follow our dreams. So I rang my friend Doug in Melbourne to see if I could join ANARE again.

Within a few weeks after an interview and medical I was accepted to go to Casey station. So off I went to Melbourne again for the usual mad dash of stores packing, kitting and training. We left Melbourne on the M.V. Thala Dan (this is the ship that brought me home from Mawson in 1959). Arriving mid-February. 1978 I was R/O again and also Postmaster. So it was a hectic year.

They had a Husky named Suzie, no one had taken her for a walk the previous year and they said she did not want to. So as soon as the ship sailed I put her on a lead, and we walked about half a mile, I then let her off and she followed me for a good walk. So we had a walk together each day if the weather was ok.

In May 1978 I was given the chance to go on an ice-drilling trip to Law Dome. We used 2 D5 tractors, 2 caravans, two 15 KVA generators, a few sledges of food and fuel etc. I was R/O and looked after the food and cooking and cleaning, as I was no good on the technical side when the drill broke down. The party was made up of Jeff, Egon, Bob and myself. We set up camp and had an interesting time with bad weather and trouble with the drill. We got down to 431 metres. We returned to Casey mid June 1977, in time for the Midwinter dinner. We returned to Melbourne on the M.V. Thala Dan, arriving February 1978. On the way we called into Macquarie Island for 24 hours. It

was a lot different to when I was there in 1948. I then flew home to England to visit my brother and sister. I returned to Australia via Canada arriving back in August 1978.

Then I joined ANARE again and was sent to Macquarie Island, as R/O and Post Master. We had a fairly good year not so exciting as 1948 but more comfortable. I got out on two or three hikes. It was good to see the increase in the birds and seals. We lost Roger: he fell off Wireless Hill while checking the bands on the Albatross nesting on the side of the hill. Being on his own it was some time before he was missed. They brought him back to camp and did all they could. Then Thala Dan arrived with a chopper and transferred him to the HMAS Hobart that sped back to Hobart at full speed and he was then flown to Melbourne but he died in hospital later February 2nd 1979. While on a short trip to Bauer Bay, I stayed a couple of days but passed a kidney stone, but managed to get back to camp, so I was not allowed to go south again. I was very upset as had looked forward to a few more trips south.

I was very lucky as my life changed again for the better. My son Victor who had moved to Tasmania asked me to come down and share a home together. This was another good move. He remarried and then I was on my own again till I met Charlotte in the swimming pool for people with stiff joints. Then in August 1987 we got married and moved from Launceston to Devonport. We had a wonderful happy life together. Unfortunately she took ill and died in on 17.12.2001. Then I got Pneumonia, so ended up in hospital for two weeks. I was not allowed to live on my own and within 48 hours Karingal had moved me into a Hostel room." Peter King

[The Editor was privileged to meet Peter at Devonport's Imaginarium in August 2007, where he attended the launch of the Polar Exhibition described in the last edition.]

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TASMANIAN AWARDS

The winner of the Life Scientist of the Year Award is Beth Fulton, who works as a senior research scientist at CSIRO Marine and Atmosphere Research in Hobart. Dr Fulton's work on modelling software, called 'Atlantis', predicts marine ecosystem dynamics and was considered to be the best in the world by UN Food and Agriculture Organisation.

The 2007 Nobel Peace Prize has been awarded to former US vice-president Al Gore and the International Government Panel on Climate Change (IPCC). The latter includes Dr Nathan Bindoff and eight other Hobart scientists from Antarctic Climate and Ecosystems Cooperative Research Centre (ACE CRC), the Institute of Antarctic and Southern Ocean Studies (IASOS), the Antarctic Division and CSIRO. For updates on Al Gore's Australian Climate Project, contact Peter Boyer (peterboyer@southwind.com.au) or read his report in the Mercury newspaper each Tuesday.

Wilderness photographer Aleks Terauds has won the 2007 ANZANG Nature and landscape Photographer of the Year, Animal Behaviour Award, for his photo of an Adelie penguin airborne over the water.

Huonville inventor, Karl Price, won an edition of ABCV's The Inventors program in November. His design of a diving recovery vest and radical air manifold system for divers is already being used by the Australian Antarctic Division and Underwater Training Centre in Tasmania, Queensland Police the Australian Defence Force and NZ Navy. The SOS Marine's Diver Recovery Harness combines several pieces of equipment into a one-piece garment that improves both a diver's performance and safety and assists with rescue.

Tasmanian nominees for the Australian of the Year award include CSIRO's John Church for his research into sea-level rise and Ken Gourlay for his record non-stop

circumnavigation and medical research fund-raising.

A 3-year Australian Research Council Grant has been awarded to AAD, University of Melbourne, Macquarie University, PANalytical and Veolia, to test remediation technologies in cold climates, particularly in the Thala Valley near Casey Station.

Denzil Miller, executive secretary for the Conservation of Antarctic Marine Living Resources (CCAMLR) was awarded the World Wildlife Fund's Duke of Edinburgh Conservation Medal in October this year. Dr Miller pioneered new ways to promote a balanced management approach to global fishing crises, as well as reducing illegal fishing and seabird deaths from longline fishing.

Hobart International Airport has won a City of Clarence Business Excellence Award this year. Stage Two of the redevelopment of the airport was officially opened by the Premier in September 2007 and the facility is currently for sale. The name of the new owner is expected to be announced by the end of this year.

SCOTT'S HUT ASSISTANCE

Tasmanian Parks and Wildlife Service ranger Ted Bugg is one of a six-person team, selected by NZ's Antarctic Heritage Trust, to work on restoring Robert Falcon Scott's Antarctic hut this year. Mr Bugg previously worked as a carpenter on Mawson's historic hut at Commonwealth Bay.

COOL GREEN WING OPENED

The most recent building to be constructed at AAD headquarters at Kingston is believed to be the first in southern Tasmania to be awarded a four-and-a-half star Australian Building Greenhouse Rating (ABGR). The building includes low energy lighting and heating, efficient air-conditioning, and sensors that switch these systems off after working hours. Named after English-Australian scientist Edgar Waite, noted for his work on ichthyology,

ornithology and zoology, the building was opened in July and houses the National Oceans Office, a branch of the Federal Department of Environment and Heritage.

THE MIDDLE 'R'

While the 'r' in 'Arctic' is usually included, the same 'r' in 'Antarctic' or 'Antarctica' is often omitted. Checking different languages reveals that besides English-speaking countries, the word in French (L'Antarctique) and German (Antarktik) has an 'r', whereas Italian (L'Antartide) and Spanish (Antártida) does not.

ARTIST'S ENQUIRY

An artist who travelled to Antarctica in 2002 is seeking input for a project to find out how animation can show Antarctica from different people's viewpoints, through anecdotes, pictures and sounds. Anyone interested in contributing should contact Lisa Roberts, www.antarcticanimation/content/thesaurus/thesaurus/php.

SALE OF ILLEGAL FISHING VESSEL

The Australian Government advertised the Taruman for sale in August. This ship was caught in the Southern Ocean, illegally fishing for Patagonian toothfish, and has now had its catch sold for about \$1.5 million. Since the time the ship was caught, no other illegal fishing has occurred near the sub-Antarctic Islands.

SEA SHEPHERD'S WATCH

Japan's Institute for Cetacean Research plans to kill up to 50 humpback whales, 10 fin whales and 1000 minke whales in the Southern Ocean this year. However, the Sea Shepherd Conservation Society intends to protect the whales and will be sending their ship, 'Robert Hunter', south to chase and block the Japanese ships. The ship and crew spent time in Launceston repairing damage to the hull caused when colliding with 'Kaiko Maru' last year. The ship will be painted black before expected departure on December 1, 2007.

Polar Publications

BOOKS

"Sydney of the Antarctic" by Coral Tulloch. Price: \$27.95.

- Based on a true story, this children's book is about the adventures of a toy mouse which is left behind in Antarctica.

"Looking South: Australia's Antarctic Agenda." Edited by Lorne Kriwoken, Julia Jabour and Alan D. Hemmings. Published by The Federation Press. Price: \$49.95.

- Based on issues first identified and analysed in Professor Stuart Harris' 'Australia's Antarctic Policy Options' in 1984, 'Looking South' explores the development of these issues, discusses new issues which have appeared, as well as Antarctica's current place on Australia's political agenda.

"Tasmania – A Natural history" by William E. Davis Jr. Published by Surrey Beatty and Sons. Price: \$39.95.

- Covers a broad range of topics per-

taining to the natural history of Tasmania from Gondwana to the present.

"Penguins" by Brutus Östling and Susanne Akesson. Published by Collins. Price: \$29.95.

- Combines excellent photos with current information on all 17 species of penguin.

"The Long Exile: A Tale of Inuit Betrayal and Survival in the High Arctic" by Melanie McGrath. Published by Alfred A. Knopf. Price: US\$ 24.95.

- Details the history of the Uhgawa Bay Inuit, including the son of Robert Flaherty, maker of the film 'Nanook of the North'. Moved to Ellesmere Island so the government could establish sovereignty, the majority of Inuit died of starvation due to harsh terrain and conditions. Survivors' testimonials, after 40 years, created a great controversy in Canada's history.

"Arctic Journal II: A Time for Change" by Bern Will Brown. Published by Novalis. Price: CN\$ 29.86.

- Describes the author's life as a missionary in Northern Canada.

"The Ferocious Summer: Palmer's Penguins and the Warming of Antarctica" by Meredith Hooper. Published by Profile. Price: \$32.95.

- Describes the author's summers at Palmer Station on the Antarctic Peninsula researching seabirds and the effects of climate change.

"Mad, Bad and Dangerous to Know: the Autobiography" by Ranulph Fiennes. Published by Hodder & Stoughton. Price: \$35.00.

- Includes the author's north and south polar expeditions.



Coral Tulloch (L) and fans at the Hobart Bookshop for the launch of "Sydney of the Antarctic." Photo: Sue Halliwell

Polar Calendar

8	December	2007	End of 'Art of Exploration: the Polar Vision of Sir Wally Herbert' exhibiton, UK.
15	December	2007	Launch of 'Looking South' by Lorne Kriwoken et al (to be confirmed).
23	December	2007	End of 'Return Journey to Antarctica' exhibition of drawings by Stephen Walker, Campania, Tasmania.
7	March	2008	TPN meeting (to be confirmed).
6	June	2008	TPN meeting (to be confirmed).
5	September	2008	TPN meeting (to be confirmed).
28	November	2008	TPN meeting (to be confirmed).



Students' Antarctic Artwork on display at a Concert in Kettering Hall. Photo: Gordon Bain.

Shipping & Air Calendar

Shipping

4	December	2007	Spirit of Enderby	T1.1	Arrives Bluff, New Zealand.
11	December	2007	Orion	T1.5	Departs Hobart for Macquarie Island.
13	December	2007	L'Astrolabe	R1	Commonwealth Bay, Dumont D'Urville.
15	December	2007	Orion	T1.5	Arrives Macquarie Island.
16	December	2007	Aurora Australis	V3	Departs Hobart.
18	December	2007-			
22	January	2008	Aurora Australis	V3	Marine Science.
23-25	December	2007	Tiama	T1.3	Macquarie Island
24-28	December	2007	L'Astrolabe		Hobart.
3-22	January	2008	L'Astrolabe		Dumont D'Urville, Marine Science.
7	January	2008	Marina Svetaeva	T2	Departs Hobart.
10-11	January	2008	Marina Svetaeva	T2	Macquarie Island.
11-14	January	2008	Akademic Federov		Arrives Hobart.
28-30	January	2008	L'Astrolabe		Hobart.
28	January	2008	Aurora Australis	V3	Arrives Hobart from Marine Science.
31	January	2008	Aurora Australis	V4	Departs Hobart for Casey.
5-11	February	2008	L'Astrolabe		Dumont D'Urville.
10-16	February	2008	Aurora Australis	V4	Casey
17-18	February	2008	L'Astrolabe		Hobart.
22-25	February	2008	Aurora Australis	V4	Davis.
25-28	February	2008	L'Astrolabe		Dumont D'Urville.
29	February	2008-			
6	March	2008	Aurora Australis	V4	Mawson.
5	March	2008	L'Astrolabe		Hobart.
20	March	2008	Aurora Australis	V4	Arrives Hobart
22	March	2008	Aurora Australis	V6	Departs Hobart.
28	March	2008-			
18	April	2008	Aurora Australis	V6	Marine Science.
29	March	2008	TBA	V5	Departs Hobart.
1-7	April	2008	TBA	V5	Macquarie Island.
11	April	2008	TBA	V5	Arrives Hobart.
21	April	2008	Aurora Australis	V6	Arrives Hobart. Off-hire.

Flights

11	December	2007	AIRBUS A319	ATP11, 12	Hobart to Casey (Wilkins Ice Runway) and return.
18	December	2007	AIRBUS A319	ATP13, 14	Hobart to Casey and return.
3	January	2008	AIRBUS A319	ATP15, 16	Hobart to Casey and return.
5	January	2008	CASA 212	C26, C27	Casey to Dome C and return.
8	January	2008	AIRBUS A319	ATP25, 26	Hobart to Casey and return.
15	January	2008	CASA 212	C18, C19	Casey to Davis and return.
17	January	2008	CASA 212	C14, C15	Casey to Davis and return.
18	January	2008	AIRBUS A319	ATP19,20	Hobart to Casey and return.
19	January	2008	CASA 212	C31, C15	Casey to Davis and return.
5	February	2008	AIRBUS A319	ATP 21,22	Hobart to Casey and return.
11	February	2008	CASA 212	C16, C17	Casey to Hobart. End season.
14	February	2008	AIRBUS A313	ATP23,24	Hobart to Casey and return. Last Flight.

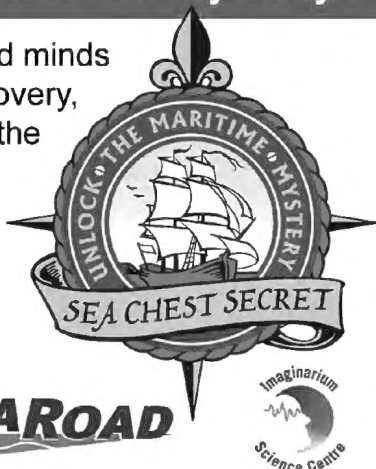
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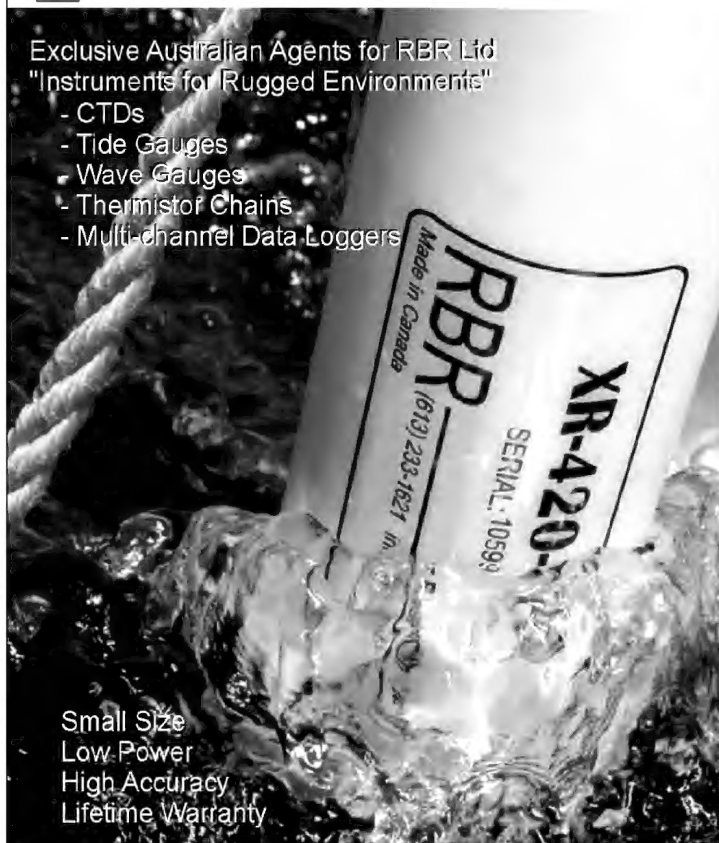
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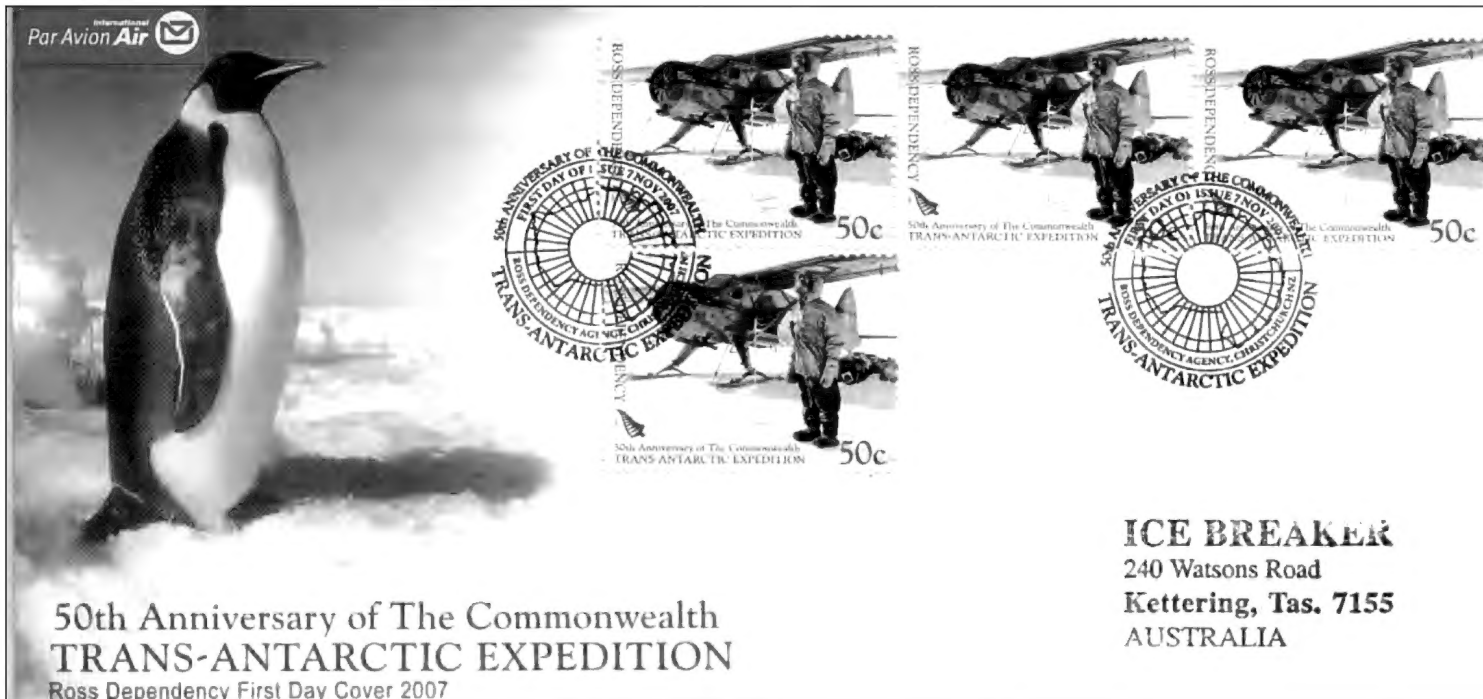
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